

Pedestrian and Bicycle Master Plan (January 13, 2016 draft) - Compiled Individual Comments (As of 02/05/2016)

No.	Page #/ Section	Comments	Comment By	How Comment is Addressed
1	Cover	The date on the Cover says January 2015. This should be 2016.	Recreation, Parks & Cultural Activities	Suggested edit incorporated
2	General	National standards and U.S. practices increasingly indicate that bicycle infrastructure that provides a lower stress environment will encourage more people to bike. Examples of lower stress facilities include separated facilities, such as protected bike lanes and low-vehicular volume and speed environments such as Neighborhood bikeways. BPAC recommends recognizing and endorsing these trends, including reducing the use of “sharrows”, when other options are feasible	BPAC / Ad Hoc Committee	The plan was edited to add a sentence on Pg 48 - <u>"With this in mind, the future bike network will incorporate low-stress facilities like separated bike lanes, buffered bike lanes, and Neighborhood Bikeways whenever possible and appropriate (these facilities are defined on the following pages)."</u>
3	General	The City of Alexandria works hard to ensure that bicycle and pedestrian facilities are provided equitably across City demographics. Ensuring fair and equitable facilities is essential to avoiding the “gentrification” trap documented in other jurisdictions where better bicycle facilities are provided in areas where people are perhaps more engaged and vocal about their interest in these facilities. The plan should include discussion of the City’s efforts to ensure facilities are provided equitably across City demographics	BPAC	The plan has been edited to add new language added on Pg. 9. <u>“One particular area of focus for this Plan is an effort to ensure that people throughout the entire city have access to comfortable, safe places to walk and bike. This led to a consistent effort throughout the planning process to ensure that recommendations and priority projects serve the west side of the City, which has historically had fewer on-street bicycle facilities and pedestrian-friendly areas."</u>
4	General	In an overall sense, I am amazed that little if anything is discussed re: Old Town and biking. Ironically, all the photos on the cover show OT	Yvonne Callahan (Citizen)	Comment acknowledged. Old Town is one of many neighborhoods in the City, and has had significant resources used toward improvements. There are a number of references in the document to Old Town.
5	General	Speaking of sidewalks, I also thought that any careful report should re examine the use of sidewalks in OT for biking. It has been a disaster as far as walkers are concerned	Yvonne Callahan (Citizen)	The plan has been edited to add sentence under Bicycle Safety (P. 43) regarding issues heard re bicyclists riding on sidewalks, throughout the City, including Old Town <u>"Police data reflects reported collisions, which typically involve a car. It is important to also consider other safety issues. Examples of common safety concerns raised during the planning process included crossing conditions at large intersections with fast-moving traffic, conflicts between users on high-traffic trails (like the Mount Vernon Trail), bicycling conditions on roads with heavy traffic and without dedicated bicycle facilities, bicyclists not stopping at stop signs, and the need to address conflicts between pedestrians and bicyclists on sidewalks (particularly in Old Town), among others."</u>
6	General	Somewhere in the report is a reference to consideration of other modes of travel, such as skateboards, etc. that needs to be addressed. Yes! It is only going to get worse.	Yvonne Callahan (Citizen)	Addressed in Pedestrian Engineering Strategy # 8

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7	General	Suggest the Plan include standards to guide implementation of bike facilities, such as criteria for removing parking, minimum road width standards to accommodate bike lanes, standards for various designs, including bike lanes vs sharrows, etc.	Louse Welch (Citizen)	Addressed in Complete Streets design guidelines. Plan could include additional language if needed, referencing the separate document.
8	General	Place a high priority on anything that serves individuals with disabilities. I realize the blizzard was a huge outlier, but seeing a man wheeling his wheelchair down Duke Street in Old Town on a day well after plowing efforts had been completed really brought this home to me. At least he was going opposite traffic!! Also, brick sidewalks are very difficult for individuals who have had strokes or who have balance issues for one reason or another. And tree roots upend sidewalk sections causing tripping hazards for people with mobility issues.	Sissy Walker (Citizen)	Addressed in Pedestrian Engineering Strategy #3, #9 and Pedestrian Program Strategy #8
9	General	An additional safety issue around safe routes to schools (for Elem Schools anyway) is that there doesn't seem to be any uniform training system-wide of staff who manage traffic during morning and afternoon arrival/dismissal times. There are wildly different practices in this area. At some schools they wear safety vests and carry walkie-talkies. At others you can't distinguish between the people in charge and other adults coming and going	Sissy Walker (Citizen)	The City will forward this comment on to Alexandria City Public Schools (ACPS) Complete Streets Coordinator. ACPS will need to lead this effort as part of their Safe Routes program.
10	General	Walkability goes beyond safety and ease of getting from here to there. It also includes aesthetics as an encouragement to walking for pleasure and health, and makes commuting to work on foot more enjoyable. Encourage neighborhood groups/Garden clubs etc to beautify areas around paths such as the Holmes Run bikeway. Add public art, Little Free Libraries and the like.	Sissy Walker (Citizen)	Aesthetics is somewhat covered through the Complete Streets Design Guidelines for areas within the Right of Way. The City has no control on aesthetics within private properties.
11	General	The plan and approach needs to consider tourists. Alexandria has tourists on bikeshare who may not have been on a bike in 20 years - need to figure out a way to communicate to these persons how to behave on different facilities and in different bicycle conditions.	Ad Hoc Committee	The City's Localmotion program, including education and outreach, and bicycle maps are available to residents. Can do more outreach with VisitAlexandria to inform tourists better.
12	General	As a parent when my kids were younger, I NEVER let them ride their bikes in the street. If kids are to be encouraged to ride their bikes to school as a plan priority, they need to either use (wider) sidewalks or have protective posts on the outside of designated bike lanes	Sissy Walker (Citizen)	The city code does not prohibit bicyclists on sidewalks except for certain streets in Old Town. The plan recommends enhanced bicycle corridors that include protected facilities, and sidepaths.

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13	General	With gentrification, the goal should be to get some of the amenities built before development happens so that you set the tone for the future and so existing residents can benefit.	Ad Hoc Committee	While the development review process allows for improvements to be made in association with development, many other City programs such as Complete Streets, Sidewalk maintenance, Resurfacing, Trails Maintenance etc. allow for improvements where no development is necessarily occurring. The priority projects list also is not necessarily tied to redevelopment.
14	Implementation	Effective plans articulate timelines associated with key milestones. BPAC recommends that the plan indicate expected progress timelines, notwithstanding the variability of budgets and external events which shape actual progress. Without timelines, this document is not a plan; it is just a wish list	BPAC / Ad Hoc Committee	<p>The plan has been edited to include more specificity in the Implementation section regarding timing of the plan, and goal to implement priority projects within first 5 years. Updates on page 64. <u>"To be most useful to the City, this implementation strategy must allow for flexibility and encourage City staff to take advantage of opportunities as they arise. For example, the City will continue to implement pedestrian, bicycle and other Complete Streets improvements in concert with routine street resurfacing or based on safety concerns. Similarly, opportunities may arise to implement pedestrian, trail or bicycle improvements in coordination with development/redevelopment. These types of opportunities should always be leveraged in support of a more walkable and bicycle-friendly future for Alexandria.</u></p> <p><u>The City will also take proactive steps to implement the strategies and projects recommended in this Plan. Within the first five years, staff will work to implement many of the recommendations in the Case Study Areas, and will leverage repaving and development opportunities to implement pedestrian-focused improvements in areas not covered by the Case Studies. The City will pursue funding from grants and through the City's budget process to begin implementation of the priority projects shown on the following pages. Additionally, the City will immediately begin to develop a Vision Zero Program and identify what elements would be included in the program, as well as funding needs. The City already has many, existing safety-focused programs that may be incorporated into the Vision Zero effort, in addition to the development of new programs."</u></p>
15	Implementation	The plan notes that funding for non-motorized transportation was 8% in FY16 without providing context. Since 2012, when the City first allocated 2.2 cents of property taxes to transportation infrastructure, 11% of the transportation capital improvement funding was allocated to non-motorized transportation, on average. BPAC recommends providing that context, for example, with a graphic showing non-motorized percent of the Transportation capital improvement budget since 2012	BPAC	Added chart on page 74 showing historic trends within the CIP toward nonmotorized improvements.

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16	Implementation	Given the number of students and major roadways near TC and Hammond, prioritize these areas for safe bike and pedestrian access. Also, in regards to Hammond, the overgrown vegetation on Pegram Street below the school is a perennial problem, and trash littered there doesn't make it pleasant to walk there either.	Sissy Walker (Citizen)	Addressed in Priority bike projects #8 and #9 and Case Study Area #2, and Pedestrian engineering strategy #10. Debris / trash is addressed in Pedestrian engineering Strategy #6
17	Implementation	I don't see milestones or accountability measures	Sissy Walker (Citizen)	See edits proposed above.
18	11	Second paragraph, edit first sentence to say "The public engagement process <u>was complemented by</u> coordination with City departments involved in planning..."	Planning & Zoning	Suggested edit incorporated
19	11	Change "inthroughout to "throughout" in third sentence of first paragraph	BPAC	Suggested edit incorporated
20	15	Pedestrian engineering goal 2.2 should add "accessible" to the mix, for example, "Make intersections throughout the City safe, comfortable, <i>and accessible</i> for pedestrians."	BPAC	Suggested edit incorporated
21	15	Pedestrian safety objective 1.3 reads as if only pedestrian facility changes are needed to reduce conflicts among bikes, cars, and pedestrians. Separated bike lanes are key to this objective as recognized elsewhere in the document, for example in bike engineering goal #2.2. Recommend updating Safety Objective 1.3 to read, "Reduce conflicts between pedestrians, vehicles, and bicyclists by implementing a range of pedestrian and bicycle facility treatments appropriate to a street and its surrounding context."	BPAC	Suggested edit incorporated
22	16	Typo – missing "s" at the end of this sentence: "Among the count locations, the areas of the City experiencing the highest levels of pedestrian activity include Old Town, Arlandria, Del Ray, as well as the Mount Vernon and Holmes Run Trail.4"	BPAC	Suggested edit incorporated
23	16	Pedestrian Safety. The map provided in the draft includes crashes through 2014. Recommend updating the text and graphic to reflect crashes through 2015, to be more current for a document expected to be approved in April 2016	BPAC	To make this edit would be very time consuming and cannot be done within the plan edit stage.
24	16	Footnote 4 should be updated to correctly identify when counts were taken. Recommend using past tense, since current counts are taken twice a year (May and September) rather than four times per year), for example, i. "These counts have been performed annually during the months of May, and September. Counts are completed two times per week 5:00 p.m. to 7:00 p.m. on Thursdays and 12:00 to 2:00 p.m. on Saturdays. In 2013 and 2014 additional counts were done in the months of January and September."	BPAC	Suggested edit incorporated

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25	21	Pedestrian Safety. The map provided in the draft includes crashes through 2014. Recommend updating the text and graphic to reflect crashes through 2015, to be more current for a document expected to be approved in April 2016	BPAC	The data collected for the range of years (2005-2014) is sufficient to show high collision areas.
26	21	I hope you can get more data to show accidents in a better format. It was impossible to tell if the "crashes" were occurring, and in what number. Figure 2.5 is pretty astonishing, but it raises more questions than it answers. Were these accidents pedestrian/car only, or also ped/bike? Which are the 5-10 worst intersections, and what if anything has been done or could be done right there?	Yvonne Callahan (Citizen)	Under the Vision Zero program, the City will look at ways to do more analysis of crash data to better inform the issues and needs at crash locations. Pedestrian engineering strategy related to Vision Zero was moved to the #1 program strategy, and notes that the program will look in more detail at high crash location data.
27	22	Programs and Outreach. While Safe Routes to School efforts may be higher than regional or statewide averages, the description is incomplete. 2014 data shows the amount of walking is extremely variable, across the school district, (see attachment 3). Additionally it is noteworthy that ACPS recently added SRTS to its 2015-2020 Strategic Plan: Here is a recommend statement for addition to the SRTS discussion: "While the average of percentage of students walking to school at participating schools exceeds regional and statewide averages, wide disparities in walking rates exist across the school district. For example, the walk to school rate at Patrick Henry Elementary School was 16% in 2014. In 2015, the Alexandria City Public Schools (ACPS) adopted a 2015-2020 Strategic Plan that included an objective to encourage walking and biking at all schools, and to work with city authorities to ensure safe routes to school are available and publicized as part of its Health and Wellness Goal."	BPAC	Suggested edit incorporated
28	24	Going along with my why slight Old Town rift: the only "study area" anywhere near OT is King Street Metro. I just don't understand why OT is ignored, at least until the recommendations at the end of the report is examined	Yvonne Callahan (Citizen)	Comment noted. Old Town is one of many neighborhoods in the City, and has had significant resources used toward improvements. There are a number of references in the document to Old Town.
29	25	Pedestrian activated signal at "Seminary and Howard" should probably read "Seminary Road and Kenmore Avenue"	BPAC	Suggested edit incorporated
30	29	Pedestrian engineering strategy #2 (Close sidewalk gaps and improve sidewalks where needed) really needs a timeline (ditto for the whole documents really). The city has set timelines for far more expensive transit improvements, why not for sidewalks?	BPAC	A timeline for identifying when all sidewalk gaps will be completed is infeasible, as there are too many to be completed within a measurable timeframe. A number of programs and projects that are used to complete this, and is done on an ongoing basis. The City will move forward with addressing the Pedestrian Case Study areas as an early implementation measure.

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31	30	For Pedestrian engineering strategy #3, point B should include Leading Pedestrian Intervals (LPI) as appropriate	BPAC	Pedestrian engineering strategy #3 is related to ADA improvements. While LPIs can be a helpful treatment for people with disabilities, they aren't exclusively for this purpose, as they serve all pedestrians. LPI's are addressed in specifically addressed in Pedestrian engineering strategy #5.
32	31	make the footnote 7 following Del Ray ⁷ a superscript 7	BPAC	Suggested edit incorporated
33	31	Recommend that Strategy #4, point A include "Leading Pedestrian Intervals (LPI's) as appropriate"	BPAC	LPI's are addressed in specifically addressed in Pedestrian engineering strategy #5.
34	32	Pedestrian engineering strategy #5 (Improve crossing conditions) is awesome. Thanks	BPAC	Comment Acknowledged.
35	33	Strategy 8 - What is meant by point B? This could be detrimental to bicyclists by forcing bicyclists off more sidewalks	BPAC	This recommendation was heavily supported by the public and Ad Hoc Committee. The code review and potential revisions will address safety of all users. The current strategy language will be left as written.
36	33	Recommend Strategy #9 include new point C, "Remove/prohibit parking that interferes with access to buses" Blocking bus stops makes it difficult for riders to access the bus.	BPAC	Strategy #9 edited to add additional sub-section c: " <u>Increase the number of ADA compliant bus stops in the City.</u> " ADA compliant stops would prohibit cars blocking the stop.
37	36	Pedestrian Program Strategy #7 - Remove "s" at end of Human(s) Services	T&ES	Suggested edit incorporated
38	37	Strategy 11. Consider making this Strategy #1. Rewords to say: Conduct an evaluation of traffic fatalities and injuries and develop a Vision Zero program..."	BPAC / Ad Hoc Committee	The Vision Zero strategy has been moved up to Pedestrian program strategy #1. The strategy has been edited as: " <u>Conduct an evaluation of traffic fatalities and develop a Vision Zero program that outlines the framework, budget and staffing needed to work towards eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria.</u> "
39	37	More information is needed about Vision Zero. Also include a timeframe for moving forward with Vision Zero.	Ad Hoc Committee	The plan is revised to include a text box on page 34 with more information on what Vision Zero is about, and the Implementation section is revised to include additional language on how Vision Zero, and that the development of the program will be an early implementation effort.
40	37	Recommend that Pedestrian Program Strategy #12 (Strive for Gold designation...) be changed to Strive for Platinum, consistent with Pedestrian Encouragement objective 3.3 (The City will advance to a recognized Platinum level 'walk friendly community')	BPAC	The pedestrian encouragement goal has been revised to strive for gold level, and the pedestrian and bicycle strategies will remain as striving for gold level for consistency. The implementation of strategies in this plan would likely result in a gold level, and the City should strive to meet the next likely level.

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41	37	Add a strategy for pedestrians, similar to Strategy #1 under Bicycle Program and Policy Strategies, page 60. This new strategy should include that blocking a sidewalk and directing pedestrians to cross a street should be the last solution. Accommodations should be made that might include taking vehicle lanes away to ensure the safety of pedestrians. Seattle has recently adopted a program like this.	BPAC	The City already has code language regarding pedestrian access during construction.
42	40	Under Bicycling in Alexandria, add a reference to Bikeshare as an enhancement of the City's overall bike system, offering expanded opportunities for biking in the City.	Planning & Zoning	Under the "Bikeshare" section on page 53, the second paragraph is edited to note that bikeshare is an enhancement of the City's bike system, offering expanded opportunities for biking in the City.
43	42	Suggest adding a map showing the location of the nine counters that were installed in 2015.	BPAC	This map is not necessary; It would add more pages to the chapter.
44	42	Suggest using the chart below to show bike counts. (see attachment 4) Bike count data has been collected at least twice a year from 2011-2015. The counts were conducted in May and September, with additional counts done in January and July in 2012 and 2013. Counts from key locations in the City provide an understanding of relative bicycling levels on some of the City's busiest bicycling corridors.	BPAC	Because the bike count estimates for annual ridership from BPAC have not been reviewed, the City is comfortable with only including data that has been collected.
45	42	Footnote 11 – counts are done 2 days Thursday and Saturday. Count on Thursday is 5 – 7 pm and Saturday is 12 – 2 pm. Description of count is confusing in footnote. Recommend using this footnote (same as recommended on Page 16) “These counts have been performed annually during the months of, May, and September. Counts are completed two times per week 5:00 p.m. to 7:00 p.m. on Thursdays and 12:00 to 2:00 p.m. on Saturdays. In 2013 and 2014 additional counts were done in the months of January and September.”	BPAC	The footnote is currently correct related to the table that is currently shown in the Plan. BPAC's revised footnote would be accurate if the table was replaced with the suggested table in comment #
46	43	Under Bicycling:a. Use of the word “only” trivializes a fatality that occurred. Recommend removing the word “only” in this sentence: There was only one bicycle fatality in this timeframe." b. See Pedestrian Safety (page 21) comment, i.e. include 2015 crash data. c. Recommend a footnote for the source of the crash data, similar to that on page 21. d. 19 collisions/year – with what cars, pedestrians, both? There is no caveat on crashes not reported. For crash reports to be generated there is a minimum property damage or serious injury.	BPAC	On page 43, the work "only" was removed. A footnote was added to note the source. The analysis of collision data for this report was not analyzed to detail specific information for each crash, as it would require significant time to analyze. The Vision Zero program will include efforts to better analyze crash data.
47	44	photo of a “Bike Event at Alexandria School” does not include bikes. BPAC can provide some if needed	BPAC	Did not receive additional photo. The photo existing photo is for a bike event, but the caption has been edited to match the photo.

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48	44	Other elements include bike boxes [is there more than one in the city?] Since the bike light has been in existence for many years, is it necessary to say it was the first. If so, isn't the advisory bike lane the first in Virginia	BPAC	Suggested edit incorporated
49	44	I was surprised at the minuscule number of kids who bike to school. I hope that steps can be outlined to look more carefully at that. One simple thing: do all schools have bike racks?	Yvonne Callahan (Citizen)	Addressed in Bicycle Engineering Strategy #5
50	46	Map indicates bike lane on Jamieson is longer than it actually is. It only runs from Courthouse Square to Dulany Street	BPAC	Suggested edit incorporated
51	46	Various updates from City, such as Mill Road tunnel, clarity near Slaters Lane, Potomac Yard North edits, change to enhanced bike corridor on Kenwood, extension of Oronoco shared facility to the west, and edits to existing bike lanes on Jamieson.	T&ES	Suggested edit incorporated
52	46	Reduce number of sharrows and lookat other options first. Since all roadways in Alexandria are shared roads, we may want to think of other namces for this category, such as enhanced shared roads	Ad Hoc Committee	See edits proposed above in Comment 2. Shared facilities are mostly on lower volume/speed roads or where there isn't the opportunity to widen the road. The network has a significant expansion of enhanced corridor facilities, especially on the west side."Shared facilities" are the standard name for this category of faciliites.
53	53	On Capital Bikeshare table, remove first line regarding "No lost bicycles as of October 2015" - Not relevant	Planning & Zoning	Suggested edit incorporated
54	53	Under section for Benefits of Bikeshare - reduce the narrative on benefits significantly. Change the stats on bikeshare to a quick-glance set of bullets. Edit for items that are distinct to bikeshare, and clearly cite in the text that the source is Bikeshare.	Planning & Zoning	This section was edited to shorten sentences and pull some statistics, but without significant changes to the content.
55	56	The draft document refers to Mount Vernon Street in the picture caption. Recommend correcting to read Mount Vernon Avenue	BPAC	Suggested edit incorporated
56	59	Strategy #8 - Add bullet: Implement wayfinding signage for off-street bike trails as recommended in the City's Wayfinding System.	Planning & Zoning	Suggested edit incorporated
57	60	Strategy #1 suggest rewording first sentence to more accurately reflect impacts on bike facilities for example, "When an existing, dedicated bicycle is blocked off during prolonged construction, an alternative accommodation should be provided."	BPAC	Suggested edit incorporated
58	60	Strategy #3 -Recommend editing title to: "Develop an annual report card with information on <u>walking and biking</u> performance measures identified in this Plan"	Planning & Zoning	Suggested edit incorporated

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59	60	Strategy #4. Change last sentence to “It is important to note that the Mount Vernon Trail is maintained by the National Park Service who has not previously cleared snow from the trail”	BPAC	Suggested edit incorporated
60	62	Recommend that Bicycling Program Strategy #14 (Strive for Gold designation...) be changed to Strive for Platinum, consistent with Bicycling Encouragement objective 3.3 (The City will advance to a recognized Platinum level ‘walk friendly community’)	BPAC	The pedestrian encouragement goal has been revised to strive for gold level, and the pedestrian and bicycle strategies will remain as striving for gold level for consistency. The implementation of strategies in this plan would likely result in a gold level, and the City should strive to meet the next likely level.
61	66	Having said next to nothing about OT, 4 of the top 10 (bicycle) projects are shown there. I know that you have stressed that the priority and timing might change, but the fact that little is said about OT and then projects are proposed here sends a disconnect to me. Royal Street--all the residents are of the opinion that this is only for a commuters from Fairfax, nothing in it for them. There will also be a clash with St. Mary's.	Yvonne Callahan (Citizen)	Comment noted. Old Town is one of many neighborhoods in the City, and has had significant resources used toward improvements. There are a number of references in the document to Old Town. Do we have any data to note that many of the riders on Union and Royal include local residents as well?
62	71	Top 3 Trail Projects (Figure 4.7) a. The name and description of Project 2 (Cameron Run Trail) are incorrect. The trail runs along Backlick Run, not Cameron Run and it is called the Backlick Run Multi-use path in City Funding documents. Recommend updating these accordingly. b. Figure 4.7 states that both Project 2 (Backlick Run Multi-use Path) and Project 3 Old Cameron Run Trail are currently funded. Recommend more accurately stating that these projects were partially funded in the FY16-25 Capital Improvement Program (CIP) budget for FY 19/20 and FY 18 respectively	BPAC	Suggested edit incorporated
63	77	In addition to measuring the number of miles of on-street facilities, suggest adding a performance measure that evaluates actual usage. Measurements to include number of cyclists and motorized vehicles using the same roadway and an evaluation of factors affecting usage, such as use of safer, less stressful routes vs busy areas of conflict, etc. Evaluations can be used both to modify existing facilities and to guide future implementation.	Louse Welch (Citizen)	It would be difficult to measure usage of every facility unless data collection is done for every bicycle facility. This performance measure has not been added.
64	80	Add more definitions – slip ramp, shared lane markings, leading pedestrian indicator, etc.	BPAC	Suggested edit incorporated
65	Appendix D	How did the case study areas inform the prioritized pedestrian projects? If people don't see their backyard in a case study area, are they left out? May need to amplify this in the report.	Ad Hoc Committee	Suggested edit incorporated
66	Appendix G	The On-Street Bicycle prioritization list attached to the Bike/Ped Plan does not list the end destination for Project ID # 66, which has a priority # 44. It currently says: “MOUNT VERNON from W GLEBE RD to”	Christine Michaelis (Citizen)	Suggested edit incorporated